

Port Community Information Bulletin # 12-05
Sector St. Petersburg (813) 228-2191
Tampa, Florida

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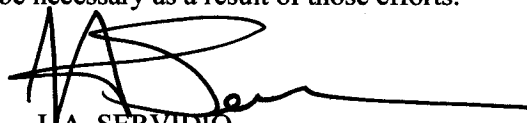
Addendum to VoC Protocol for handling the Spirit Class vessel
CARNIVAL MIRACLE

In addition to the requirements of the Vessel of Concern Protocol listed in PCIB #24-04, the following protocol applies to transits of the Spirit Class vessel CARNIVAL MIRACLE:

- With sustained winds of 26-30 knots as measured at the Skyway Bridge inbound CARNIVAL MIRACLE would proceed to East Bay only.
- With sustained winds of 25 knots or less as measured at the Skyway Bridge inbound CARNIVAL MIRACLE can proceed to berth 272, however;
 - With sustained winds of 20 knots or less as measured at the Skyway Bridge CARNIVAL MIRACLE may transit Sparkman Channel.
 - With sustained winds of 21-25 knots as measured at the Skyway Bridge the CARNIVAL MIRACLE may transit Sparkman Channel with the mutual agreement of the Master and Pilot taking into consideration variables such as wind direction, tug availability, vessels at berth along Sparkman Channel, etc.
- No vessels can be at the CITGO berth (244) under any conditions.
- An alternate berth other than berth 272 shall be identified prior to commencement of inbound transits.
- Under certain conditions, at the discretion of the pilot, tugboats may be required.
- Meeting of other vessels in Gadsden Point Cut is permitted.

I am issuing this Port Community Information Bulletin based upon my conversations with Captain Farley and the approved minutes of the Harbor Safety and Security Committee and the Vessel Movement Committee.

Significant initiatives are underway to optimize the utilization and increase the capacity, effectiveness and efficiency of the navigational channel in regards to transits of the CARNIVAL MIRACLE. Changes and/or modifications to this protocol addendum may be necessary as a result of those efforts.


J. A. SERVIDIO
Captain, U.S. Coast Guard
Captain of the Port